

The invention claimed is:

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of
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1. A utility vehicle comprising:
a chassis supported on wheels;
a loader bucket;
5 a pair of towers supported on said chassis and extending substantially vertically, said towers shaped to have outside edges that are further apart at a bottom thereof and closer at a top thereof; and
a pair of boom arms pivotally connected at base ends thereof to a top of said tower, respectively, and connected at distal ends thereof to said
10 loader bucket.
2. The utility vehicle according to claim 1, further comprising a fuel tank mounted onto a rearward facing surface of said towers and having an identical lateral outside contour as said towers.
- 15 3. The utility vehicle according to claim 1, wherein said utility vehicle includes an engine supported on said chassis behind said loader bucket, and a fuel tank, and a hood covering at least a top surface of said engine, wherein said towers are laterally spaced from said hood forming two
20 spaces on opposite lateral sides of said hood, and said fuel tank includes two gaps which coincide with the two spaces between said towers and said hood.
4. The utility vehicle according to claim 3, wherein said hood has a top surface that declines from an end closest to the fuel tank to an opposite
25 end closest to the loader bucket, said declined top surface allowing said

operator to view a top edge of said bucket when said bucket and wheels are set on level ground.

5 5. The utility vehicle according to claim 1, wherein said towers extend from said base ends toward said distal end substantially in parallel and are offset toward each other at a position on each tower substantially midway between a base end and a distal end of each tower.

10 6. The utility vehicle according to claim 1, wherein said boom arms extend from said distal ends toward said base ends substantially in parallel and are offset toward each other at a position on each boom arm substantially midway between a base end and a distal end of each boom arm.

15 7. The utility vehicle according to claim 1, wherein said boom arms are closer together at base ends thereof than at distal ends thereof.

20 8. A utility vehicle comprising:
 a chassis supported on wheels;
 a loader bucket;
 a pair of towers supported on said chassis and extending substantially vertically;
 a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said
25 loader bucket, said boom arms extending in parallel from said loader bucket

af rearward and at a substantially midway position being offset inwardly to said base ends.

9. The utility vehicle according to claim 8, wherein said towers are
5 shaped to be further apart at a bottom thereof and closer together at a top thereof.

B2 10. The utility vehicle according to claim 8 further comprising a fuel
10 tank mounted onto a rearward facing surface of said towers and having an identical outside lateral contour as said towers.

11. The utility vehicle according to claim 9, wherein said utility
vehicle includes an engine supported on said chassis behind said loader
bucket and a fuel tank, and a hood covering at least a top surface of said
15 engine, wherein said towers are spaced from said hood forming two spaces on opposite lateral sides of said hood, and said fuel tank includes two gaps which coincide with the two spaces between said towers and said hood.

12. The utility vehicle according to claim 11, wherein said hood has
20 a top surface that declines from an end closest to the fuel tank to an opposite end closest to the loader bucket, said declined top surface allowing said operator to view a top edge of said bucket when said bucket and said wheels are set on level ground.

13. The utility vehicle according to claim 8, wherein said towers extend from said base ends toward said distal ends substantially in parallel and are offset toward each other at a position on each tower substantially midway between a base end and a distal end of each tower.

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14. The utility vehicle according to claim 8, wherein said towers extend from said base ends toward said distal ends substantially in parallel and are offset toward each other at a position on each tower substantially midway between a base end and a distal end of each tower.

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15. A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending

15 substantially vertically, said towers shaped to be further apart at a bottom thereof and closer at a top thereof; and

a pair of boom arms pivotally connected at base ends thereof to a top of said tower, respectively, and connected at distal ends thereof to said loader bucket, said boom arms closer together at said base ends than at said
20 distal ends.

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16. The utility vehicle according to claim 15, further comprising a fuel tank mounted onto a rear surface of said towers and having an identical outside lateral contour as said towers.

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17. The utility vehicle according to claim 15, wherein said utility vehicle includes an engine supported on said chassis behind said loader bucket and a fuel tank, and a hood covering at least a top surface of said engine, wherein said towers are spaced from said hood forming two spaces on opposite lateral sides of said hood, and said fuel tank includes two gaps which coincide with the two spaces between said towers and said hood.

18. The utility vehicle according to claim 17, wherein said hood has a top surface that declines from an end closest to the fuel tank to an opposite end closest to the loader bucket, said declined top surface allowing said operator to view a top edge of said bucket when said bucket and said wheels are set on level ground.

19. The utility vehicle according to claim 15, wherein said towers extend from said base ends toward said distal ends, substantially in parallel and are offset toward each other at a position on each tower substantially midway between a base end and a distal end of each tower.

20. The utility vehicle according to claim 19, wherein said boom arms extend from said distal ends toward said base ends substantially in parallel and are offset toward each other at a position on each boom arm substantially midway between a base end and a distal end of each boom arm.